

200,000 Trainmen To Ask Pay Raise

National Railroad Crisis Expected to Result From Brotherhood Demands

CHICAGO, Oct. 31.—Plans for a formal demand for an increase of wages for 200,000 men will be formulated at a meeting of the delegates from the Brotherhood of Railway Trainmen and the Order of Railroad Conductors, which will begin here tomorrow, and probably last ten days.

Members of the organizations, it is said, have voted to demand an increase in wages ranging from 20 to 30 per cent. The organizations include conductors, brakemen, flagmen, baggage-men, switchmen and yardmen, excepting those in the Chicago switching district.

A national labor crisis was seen to-

day in railway circles as the result of the proposed wage demands. Two weeks ago the Brotherhood of Railway Trainmen formulated demands which would make \$5 a day the minimum wage for switchmen. Yesterday the Switchmen's Union of North America drew up a schedule calling for a 50 per cent advance.

The switchmen say their wage scale of \$3.50 to \$4 a day is approximately the same as seven years ago, except for the reduction in the hours brought about by the passage of the Adamson law.

The Switchmen's Union of North America, which claims a membership of 20,000, is distinct from the switchmen who are members of the Brotherhood of Railway Trainmen. Several days ago members of the latter organization voted to ask for a minimum scale, ranging from \$5 a day for helpers to \$5.50 for night foremen.

Wages were advanced and hours per day and days per month were reduced by the board of arbitration which reported to-day on the demands made by telegraphers of the Chicago, Rock Island & Pacific Railway system. The road will have to spend \$17,000 additional a month for wages.

6,000,000 Tons Of Shipping in 1918 Promise

Chairman Hurley Says Construction May Even Exceed That Figure

Atlantic Coast Men Promise Cooperation

Conference at Washington Assures U. S. of Great Fleet During the Coming Year

WASHINGTON, Oct. 31.—One million tons of new ships between now and March 1; 6,000,000 tons sure and, perhaps, 7,500,000 during 1918.

That was the stirring forecast made by Chairman Hurley of the Shipping Board, addressing the assembled shipbuilders of the Atlantic Coast to-day. The announcement was received with cheers and assurances that the government could count on the yards to do their part and more.

To add to Mr. Hurley's confident prediction was a telegram from San Francisco announcing that all differences between labor and employers in the ship yards there have been settled and that with double shifts, extra pay for night work and a favorable climate the Pacific Coast was about to beat all world records in ship production.

It was a great meeting and did more to accelerate shipbuilding than mail bags full of letters and bales of telegrams.

"We don't want worries. We want ships," Mr. Hurley in effect told the shipbuilders and asked them to pour out their troubles and grievances, saying that he welcomed criticism. Whereupon some of the builders promptly relieved themselves of their accumulated grouches.

"You're right," said Mr. Hurley. "We'll fix that. Here's where everybody gets a square deal, employers, men, everybody. It's our job—the national job—and the trouble of one is the trouble of all."

Hurley a "Big Man"

"Hurley showed himself a big man," commented one of the master shipbuilders present. "We have nothing to worry about now. No man is going to have to build ships and lose money doing it. We feel now that we won't have to fight for our rights. The Shipping Board is going to play the game. Watch us build the ships."

The conference was in the nature of an experience meeting. Everybody confessed, everybody got rid of his grievances and everybody promised performance. There were speeches by Admiral Roussau, chief of division of ship yard plants of the Fleet Corporation; Franklin Roosevelt, Assistant Secretary of the Navy; Louis F. Post, Assistant Secretary of Labor; J. J. O'Connell, of the International Metal Workers' Union, and Meyer Bloomfield, of the Shipping Board's industrial service department.

The shipbuilders complained that shipbuilding, perhaps the most important of all industries at this time, had no representative on any of the various war boards and Council of Defense committees. To offset this their special committee of five appointed to adjust matters with the Shipping Board will nominate a permanent representative in Washington.

This special committee consists of H. L. Ferguson, Newport News Shipbuilding Company, chairman; Wallace Downey, Downey Shipbuilding Company, New York; J. H. Powell, Fore River Company; A. M. Kneeland, New York Shipbuilding Company, and J. H. Hand, Cramp. Tomorrow morning they will take up with Chairman Hurley in detail the five subjects that were discussed in general at to-day's meeting, and there is no doubt that all of them will be satisfactorily settled.

In the general discussion to-day it was brought out that the employers are in favor of a standard wage scale for all Atlantic coast yards and that they are ready to meet the men in a conciliatory spirit. The primary object is to terminate the ebb and flow of labor from yard to yard and to put an end to "stealing" skilled men. This evil has been so serious that it may be necessary for Congress to deal with it.

There was little consideration of the general labor problem, as that was held to be too large a subject to be dealt with to advantage in a brief meeting. Mr. Post pledged the Department of Labor to the task of finding the men. Meyer Bloomfield, of the Industrial Service Division of the Emergency Fleet Corporation, spoke of the necessity of handling the human element in manufacturing in a broader and better way than heretofore and dwelt on the importance of having competent employment managers to make proper use of the men, whereby such monstrous waste of human effort could be avoided as that of one shipyard which in a single year employed \$900 men to keep 300. Mr. Bloomfield emphasized the importance of the shipyard's employment managers' meeting to be held on November 9 to deal with the labor question.

Mr. Hurley Wins Friends

Mr. Hurley won the good will of all those present when he laid down the general rule that no builder of ships should suffer hardship or loss because of the board's action in commandeering ships. It seems that a number of builders who had built or were building ships at a loss, owing to changes in cost of material and labor, had planned to recompense themselves from the profits on boats that they were building to sell at current high prices for tonnage. Then the Shipping Board took these ships, without any profit to the owners. Each such case or any case of injury as the result of the board's action will be taken up and dealt with equitably.

Chairman Hurley's speech follows, in part:

"This meeting has been called for the single purpose of establishing a new goal for our expectations. Between now and March 1 this country will turn out approximately 1,000,000 tons of ships, dead weight. In the whole of 1916 we turned out little over 750,000. This we will achieve in four months—far more than we achieved previously in twelve months. Conservatively stated, we have quadrupled our output. The new goal of our expectations is ten times the production of 1916.

Must Work Together

"The government alone, no matter how willing and anxious to do its part,

cannot bring the production of ships to the maximum capacity of the country. The shipyards alone, no matter how willing, can't do it. The labor of the country, no matter how intelligent, skillful and patriotic, can't do it. Working together, determined to forget everything but the national welfare, we can achieve the goal we have now set for ourselves.

"Neither Admiral Capps nor I am going to ask any of you to do more than your full part. We know you are. And, for our part, we are going the limit in working with you. In striving for this new goal, we have set for ourselves, we are going to cut red tape. Whatever help labor needs, we'll give to the shipyards."

Coast Troubles Settled

William Blackman, mediator of the Department of Labor, wired from San Francisco, where 35,000 shipbuilders have returned to work, pending an adjustment of their demands, as follows:

"Employers and employees have adjusted all their differences, including all of unfair materials during duration of war. The Wage Adjustment Board has finished its hearings, and will hand down its decision very soon. Employers and employees are agreeing on length of the shipbuilding programme, and an understanding has been reached whereby labor representatives promise their full cooperation.

"Shipyards on this coast are arranging to work double shifts. In that way they will be able to use their skilled mechanics as leading men and fill up to full quota with unskilled men. This plan will make it unnecessary to pay overtime. Will offer 5 per cent extra for night work. Have promised enough work to allow shipbuilders to keep their plants working to advantage. Many builders are enlarging their plants, and an account of the mild climate they hope to lead the world in production."

"It's been a great day for ships," said Chairman Hurley, as he read the telegram, and reviewed the meeting with the Atlantic coast shipbuilders.

Luckenbach Sank U-Boat Before She Was Torpedoed

Survivor Brings Story of Encounters; French Army Instructors Arrive

AN ATLANTIC PORT, Oct. 31.—If every American freighter lost in the war zone was able to do what the torpedoed Lewis Luckenbach did on October 11 the seas would soon be free of U-boats. This conviction was brought to port by Richard Dunphy, third officer of the lost freighter, who was a passenger on a French liner that arrived to-day from France. Dunphy, who comes from Brockton, Mass., said the guns from the Luckenbach destroyed a submarine at 5 p. m. on October 11 and that three hours later the ship was surfaced in the darkness, torpedoed and sunk in a heavy sea, which swamped one of the lifeboats containing Captain W. J. Watkins, J. R. McNeil, one of the navy gunners, the French pilot and seven members of the crew. The loss of these men was confirmed to-day by the Navy Department.

Dunphy expressed surprise that no news had been received in this country relative to the sinking of the submarine by the Luckenbach.

"There is no doubt that we got the first submarine," said Dunphy. "The naval officers in France knew about it, and the destruction of the U-boat was conceded. The German came to the surface dead ahead. Our skipper immediately put the Luckenbach to port and a 3-inch gun on our stern smashed the submarine between her two periscopes. It was a clean shot. She went down too quickly for ordinary submerging. Air bubbles, oil and splinters covered the water, and just to make sure of the destruction Captain Watkins drove our ship right over where she had gone under. At 8 p. m. the same day another submarine got us. We did not see her until her torpedo hit us amidships."

Also on the French liner which arrived to-day were forty officers and men from the French army, who have been sent here as instructors at the American training camp.

Among the travellers were Commander J. Lindeboom, of the French navy; Miss Julia C. Hicks, Marion Haseltine and Miss Harriet Livermore, Red Cross nurses, who have come home on leave; and the Prince and Princess Engaliteff. The prince, who was formerly Russian vice-consul at Chicago, recently married the widow of a French army officer.

A concert held aboard ship three days ago brought a contribution of \$4,000 for the benefit of French wounded.

China Protests Against Japan Extending Rule

Opposes Civil Administration Along Shantung Railway, Captured From Germans

PEKING, Oct. 31.—China has protested against the extension of the Japanese civil administration along the railway on the Shantung Peninsula between Tsing-Tau and Tsinan-Fu, captured from the Germans.

On October 1, Japan established Dr. Akigami as chief civil administrator at Tsing-Tau, and by decree extended his authority along the railway. The Japanese civil administration, according to this decree, is still subservient to the military administration under General Hongo at Tsing-Tau.

China holds that Japanese consuls should administer Japanese civil affairs along the railway.

The Chinese newspapers generally insist that Japan should leave Shantung entirely.

Treasury Certificate Subscriptions Closed; Total, \$684,631,000

WASHINGTON, Oct. 31.—Subscription books for the latest issue of Treasury certificates of indebtedness of indefinite amount have been closed, with Treasury announced to-night, with total subscriptions received in five days since the issue was opened amounting to \$684,631,000. Of the total, \$254,457,000 was reported the last day. The certificates are payable December 15 and may be converted into Liberty bonds.

To-day's subscriptions brought the total of certificates of indebtedness to be retired from proceeds of the second Liberty Loan up to \$2,319,054,000.

"This issue was made largely for the convenience of subscribers to the second Liberty Loan," said a Treasury statement, "and as a means of facilitating the financial operations involved in the payments to be made upon subscriptions to this loan. The subscriptions were closed because, in the judgment of the secretary, the object of the issue have been attained, and, although applications continued to be received up to the moment of closing in very gratifying amounts, the whole operation has been eminently successful."

War Loan Success Due to New York, Schiff Declares

City Led in Arousing En- thusiasm Despite "Demo- gogic Attack," He Says

Reveals Power of U. S.

Vast Subscriptions Cited as Evidence of Nation's Fi- nancial Strength

Jacob H. Schiff, head of the banking firm of Kuhn, Loeb & Co. and member of the Liberty Loan Committee, told several hundred members of the Bond Club of New York at a dinner at the Hotel McAlpin last night that if New York had not led the way in arousing enthusiasm the success of the second Liberty Loan probably would not have been as great as the official subscription figures now indicate. This result, he said, had been achieved in the face of "the wild, demagogic utterances of a leading public man, scarcely a week ago, imputing to the New York banking community the basest intrigues against the success of the second Liberty Loan—an accusation which the utterer, for his own good, found it well to very promptly withdraw."

The Liberty Loan campaign just closed, Mr. Schiff said, emphasized for the American people the great inherent and economic strength of their country, of which until recently they had only a limited conception. How far the

country has progressed in its understanding of its resources he illustrated by recalling a statement of Frank A. Vanderlip in the summer of 1915 that the United States might comfortably lend the Allies a billion dollars without incommencing itself.

Can Meet All Needs

"And now," Mr. Schiff added, "after having furnished the Allies loans to the extent of at least \$2,000,000,000, after having repurchased from Europe, in addition, another \$2,000,000,000 of American securities, the American people proceed and offer their own government, within a period of less than six months, a total of something like seven thousand millions against its two Liberty loans, and will be prepared beyond any question to readily absorb any loans the government may need to float hereafter."

"With the considerably added strength the Federal Reserve system is gaining through recent absorption of state banks and trust companies," Mr. Schiff continued, "we are fast coming into a position, where, with due consideration and caution, we shall be able to deal with every legitimate financial problem, both domestic and foreign, and be prepared in the vast readjustment that must come after the war, to do service to the nations of the world, which they will stand in great need of."

Profit by Mistakes of Others

Mr. Schiff declared America should profit by the mistakes that have been made by the bankers and financiers of foreign lands in the fiscal conduct of the war which, as has lately been seen, and led, he said to the clogging of the resources of some of the greatest financial markets. This condition he attributed to investments in securities that could not now be counted on as reserve.

Other speakers at the dinner were A. B. Forbes, of Harris, Forbes & Co., and A. B. Leach, of A. B. Leach & Co. Mr. Forbes said the great success of the second Liberty Loan should prove an offset in Germany to the news of the victory of the Germans over Italy. Among the incidents of the loan campaign recalled by Mr. Leach was the experience of a small Alsatian boy who had sold \$15,000 worth of Liberty bonds, although confined in a hospital part of the time with a broken leg. He

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With sixty-two banks in the New York district still to be heard from, Liberty Loan subscriptions officially tabulated at the Federal Reserve Bank here yesterday reached a total of \$1,480,291,950. The gain for the day was \$43,625,150.

The banks have until noon to-day to file their subscriptions, and when all returns are in it is expected that the maximum total of \$1,500,000,000 for the district will be exceeded, although there is no likelihood of any such large over-subscription as the unofficial estimates announced Saturday indicated.

Members of the Liberty Loan com-

mittee are basing their expectation that the \$20,000,000 still needed to make up the maximum quota will come in to-day, chiefly on the fact that full returns have not yet been received from some of the larger cities, including Buffalo, Rochester and Paterson.

Great Britain Has Greatest Wheat Reserve in History

LONDON, Oct. 31.—Speaking in the House of Commons to-day, Sir Leo G. Choizze Money, Parliamentary Private Secretary to the Ministry of Munitions, said that 85 to 90 per cent of the imports into Great Britain were carried at cost or less.

Referring to the tea shortage, he explained that ships which had been engaged in bringing tea from India were now carrying wheat from near-by markets, as a result of which Great Britain has a stock of wheat such as she never had before.



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